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THE FOUNDING OF EDMONTON

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Editor of the Edmonton Bulletin

Sept 17th, 1921

Copied By -

Historical Society of Alberta

67.12.12



## THE FOUNDING OF EDMONTON

Edmonton was named in 1795 when the first Hudson's Bay Co.'s post was established on the site now occupied by the city power plant. But that was not by any means the beginning of what is now the City of Edmonton as a point of trade and influence. Before the Hudson's Bay Co. had reached Edmonton from London by way of York Factory on Hudson's Bay, the Nor-West Company trading from Montreal by way of Ft. William and Lake Winnipeg, had already in 1778 established Fort des Prairies at a point on the river bank just west of the westerly limit of what is now the Victoria golf links. The cellar excavations could still be traced in the 80's, but may now be obliterated.

There is a tradition that the X. Y. Company, a Montreal rival of the Nor-West Company also had a post at this point. But the X.Y. Company was absorbed by the Nor-West just as in 1821 the Nor-West was absorbed by or amalgamated with the Hudson's Bay. When the several amalgamations took place, the records of the companies absorbed naturally were lost sight of, so that there is very little authentic information available regarding them.

The Nor-West and X.Y. companies followed in the footsteps of the traders of the French regime. When Canada was ceded to Britain about 1763, the great western fur trade that had been carried on from France through Montreal, automatically ceased. But it was a very profitable trade, and British enterprise lost no time in taking up what French enterprise had, under the fortunes of war, been compelled to lay down. Many of the great family fortunes of Montreal had their rise in the operations of that enterprising organization. The active spirits of the company were chiefly Scotchmen. Their working force of voyageurs was almost entirely French Canadians.

La Verandry is reputed to have been the first white man to sight the Rocky mountains in what is now Canada. There is no doubt that his route of travel was by way of the NORTH SASKATCHEWAN RIVER and therefore of Edmonton. The fur trade was at that time the reason for the existence of Canada as a dependency of France. Of all the furs produced by Canada the beaver was most in demand. La Verandry's explorations beyond doubt had for their chief object the extension of the fur trade, which meant the trade in beaver skins. In the course of his long and tedious canoe trip up the SASKATCHEWAN, no doubt to the junction of the Clearwater, where Rocky Mountain House was afterwards established, it could not have escaped his attention that beaver were particularly abundant in the region of which the City of Edmonton is the immediate centre. The low wooded hills lying to the east of the river were called the Beaver Hills by the Indians, because of the abundance of beaver found in them, while the country both north and south of the river was a network of beaver dams, many of which remain, though in damaged condition, to this day. To the eastward, the SASKATCHEWAN FLOWED THROUGH THROUGH PRAIRIES where buffalo were plentiful but beaver were scarce. To the southwest-ward, the RIVER came from a heavily timbered region where conditions were not especially favorable for beaver. But in the level park region extending in all directions from what is now Edmonton, every condition suited to beaver life and activity prevailed, in larger proportion than anywhere else in the west. Beyond doubt the French traders did not overlook these conditions, and although there is no record to show what the French traders actually did, it may be taken for granted that when the Nor-West Company entered the field and established a post here, they took advantage of the previous occupation by the French. Edmonton, therefore, did not begin in

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1795. The establishment of the Hudson's Bay post was merely an incident, although an important incident in its development.

**AN ANCIENT TRADE CENTRE** No doubt the beaver in the immediate vicinity were soon killed off; but other reasons developed which gave Edmonton an important strategic position in relation to the early trade of the country. It was a point at which three mutually unfriendly nations of Indians found it convenient to trade. It was situated in the territory of the Crees. Those who occupied the country on BOTH SIDES OF THE RIVER, from the Beaver Hills westward, and all the country north of the river were called Wood Crees. They were fur hunters and fishers, making occasional excursions to the plains for buffalo meat.

**THE PLAIN CREES** The plain Crees occupied the country eastward from the Beaver Hills and south from the SASKATCHEWAN RIVER to the Battle. Beyond the Battle the country on both sides of the Red Deer was common hunting and fighting ground between Plain Crees and Blackfeet. The Plain Crees lived chiefly on the buffalo. As they killed the buffalo in the summer they dried the meat and made quantities of pemican. In the winter they usually withdrew from the plains to comfortable winter quarters, only making occasional excursions to the plains for fresh meat with which to vary their diet and for robes to trade. The Wood Crees and Plain Crees only differed in their method of living. Both agreed amicably with the whites and both were hostile to the Blackfeet, but the occasion for hostility was much greater in the case of the Plain than of the Wood Crees, owing to continual friction of the Plain Crees with the Blackfeet in regard to their respective hunting grounds. Owing to their different ways of life, the trade of the two branches of the Cree Nation differed, and Edmonton was a point of trade common to both.

**THE BLACKFEET** South of the Red Deer was the country of the Blackfeet Nation. They disputed the sovereignty of the region between the Red Deer and Battle with the Plain Crees. Sometimes they came north of the Battle. They were almost always at war with the Crees. When they wished to trade at Edmonton they came north in strong force. They crossed the Battle near its most northerly bend at Duhamel, and came in by the Hay Lakes Trail, now the route of the C. N. R. between Edmonton and Camrose. When in strong force they felt themselves safe on the plains which extended north almost to Hay Lakes. From Hay Lakes they had only 35 miles to make through the woods (the enemy's country) to Edmonton. Being buffalo hunters the Blackfeet always travelled in large bands. They were generally able to get through their trade at Edmonton before the Crees could rally a sufficient force to seriously interfere with them on their homeward journey to the Battle River. Sometimes there were "regrettable incidents" connected with these trading visits, and sometimes, during truce, or because the Crees were busy elsewhere, they passed off quietly. The fact that Edmonton and the trail to Hay Lakes were in the territory of the Wood rather than of the Plain Crees was a feature of the case very favorable to the Blackfeet. Of course the Hudson's Bay Company always used their influence for peace, but not always with effective result.

**THE MOUNTAIN STONEYS** The third Indian nation that traded at Edmonton was the Mountain Stoneys. They are a branch of the great Sioux nation, speaking a dialect of the Sioux language. They inhabited the foothill country of the Rocky Mountains. Where or under what circumstances they became segregated from the great Sioux nation of the Dakotas, no one knows. But they have occupied the foothills from the Bow River to the Athabasca, as long as there are any records. They were always

friendly to the whites and to the Crees, but hostile to the Blackfeet. They were recognized as dead shots and good fighters and were always ready to take part in the festivities if they happened to be on hand when any Cree Blackfeet scrap started in the neighborhood of the Fort. They were small in numbers but their trade was chiefly in fine furs and was therefore especially valuable. When they came to trade at Edmonton they usually camped in the piece of open country which lies some miles west of the city and which from that circumstance was called "The Stony Plain" not because there are stones on the plain - for there are none - but because it was camping ground of the Stoney Indians.

#### RAILWAYS FOLLOW INDIAN TRAILS

The trade of these three Indian nations centering at Edmonton constituted it an important post. The Blackfeet brought buffalo robes, the Plain Crees, robes, fresh meat, dried meat and pemmican, the Wood Crees and Stoneys brought beaver, muskrat, and all the other fine furs of the country. The trails made by these Indian tribes are now the routes of railways. The G.T.P. and C.N.R. follow the trails of the Mountain Stoneys from Edmonton to and through the Jasper Pass; the C.N.R. to Calgary follows the Blackfeet trail, from the Great Plains to Edmonton; the C.P.R. Winnipeg line, and the G.T.P. and C.N.R. main lines to Winnipeg, traverse the country of the Plain Crees; while the St. Paul branch of the C.N. the waterways line to Lac La Biche; the C.N. to Athabasca, the Dunvegan to Peace River and Grande Prairie, and the Whitecourt branch of the C.N. traverse the country of the Wood Crees, and in large measure follow their trails to Edmonton. The railways which centre in Edmonton in 1921 are only following the lines of traffic laid down by traders and Indians more than 150 years ago.

**A STRANGE MIGRATION** In addition to the Indian nations already mentioned as occupying the territory from which Edmonton now draws trade, there is another, small in numbers and yet because of special circumstances well worthy of note, namely the Iroquois of Jasper House. The Iroquois originally inhabited New York state. Although generally at bitter war with the French, by some strange chance settlements of Iroquois friendly to the French were established at Caughnawaga, at Lachine and at Oka, all near Montreal. These Iroquois were recognized as the most expert of canoe men. They were also most expert fur hunters. It was one of the many enterprises of the enterprising Nor-West Company to bring a colony of Iroquois to Edmonton to be employed as voyageurs and fur hunters in this district, where canoe work and the trapping of fine fur were not a specialty of the native Indians. Details of the Iroquois immigration or its date, are lost, but the fact remains that for at least a century there has been a band of Indians known as Iroquois making their headquarters in the mountains in the vicinity of Jasper, at this date they have become largely inter-married with Crees, half breeds and whites; but a considerable number of families still hold themselves to be Iroquois and therefore a separate people. Although their advent was due to the Big Business of that day, they have been inclined to live more to themselves, at least in recent years, than the members of the Native Indian races.

#### THE FIRST TRANSCONTINENTAL TRADE ROUTE.

What gave Edmonton its greatest importance in its earlier days was the fact that it was the breaking point on a route of transcontinental traffic, established during the earlier part of the last century. The trade route was established by the Nor-West Company and was maintained by the Hudson's Bay Co. until its value was destroyed by the establishment of trade with the west Coast "around the Horn".

Goods were conveyed UP THE SASKATCHEWAN from Montreal or York Factory by canoe or boat to Edmonton. Pack horses took them from Edmonton across the mountains to Boat Encampment at the Big Bend of the Columbia; and canoes took them down the Columbia to Ft. Vancouver, in what is now the State of Washington and not far from the present city of Portland. The return route was by canoe up the Columbia to Boat Encampment and by pack horses to Henry House on the Athabasca, a few miles below the present Jasper. From Henry House the packs of fur were sometimes taken down the Athabasca by boat or raft to Ft. Assiniboine, while the horses travelled light through the difficult country between the Mountains and Edmonton. From Ft. Assiniboine the furs were packed on horses to Edmonton.

The boats that transported the goods from York Factory to Edmonton were built at Edmonton. The horses that packed across the mountains and to and from Ft. Assiniboine were wintered at Edmonton. This necessitated keeping a large force of men here. It made Edmonton capable of defence and made necessary that it should be defended. Food conditions were favorable for the support of a large force because the buffalo were plentiful on the plains and fish were plentiful in the lakes to the west, north and northwest. A farm which grew potatoes and barley was carried on the flat south and west of the Fort. Later on land was farmed about where the C.N.R. tracks and yards now are. Cattle, pigs and fowl were kept and garden vegetables were raised.

AN OUTPOST OF CIVILIZATION AND STRONGHOLD OF EMPIRE

To meet the conditions Ft. Edmonton during the years from 1830 to 1870 was to all intent and purpose a walled city. The fort, which had been removed from the first site about 1830, occupied the bench just below that on which the Legislative buildings now stand. It was enclosed by palisades eighteen feet high, with four blockhouses on the corners. A narrow platform ran around the palisade on the inside at about 12 feet from the ground. The main gate fronted towards the steep bank of the river about 60 feet from the break of the bank. There was a small wicket gate in the palisade not far from the main gate; which led to the Indian trading house. When the Blackfeet arrived in force, or if trouble impended, all gates were closed and trade was carried on over the top of the palisade. On other occasions of course, the gates were open during the day. Within the fort was, of course, the trading store and warehouses, but there was also a flour mill operated by horse power. Carpenter, boat building, blacksmith and harness shops. The buildings were much crowded there being only narrow alleyways between.

The armament comprised two small brass cannon, with muskets and blunderbusses. It will be understood that when the fort was built, modern weapons had not been invented, and when new arms of destruction were invented, the need of them had already passed so far as the Hudson's Bay Company's fort was concerned.

When trading vessels began to come <sup>Route</sup> "around the Horn" to the West Coast, that killed the transcontinental trade of the Hudson Bay Co. and the glory of Edmonton departed for a time. American traders pushing up the Missouri by steamer to Benton drew away the Blackfeet trade; and the Plain Crees traded their robes at Carlton or Winnipeg, so that the importance of Edmonton had seriously declined at the time of the transfer of Rupert's Land to Canada in 1870 from what it had been during the period from say 1810 to 1860.



**THE NEW NATIVE POPULATION** The continuous residence at Edmonton during such a long period of such a large number of white men inevitably resulted in many marriages between employees of the Trading Companies and native women. And there grew up a comparatively large half breed population. The establishment of the first Nor'-West Company's post at Edmonton in 1778 and the continued expansion and the importance of the place under that company until it was merged with the Hudson's Bay Company in 1821, over 40 years, caused the maintenance at Edmonton of a large number of Nor'-West Company employees during that time. As already stated the Nor'-West Company drew most of its voyageurs and other employees from the French Canadian population resident in the vicinity of Montreal. These employees were encouraged to marry and remain in the country. On the other hand the Hudson's Bay Company drew the bulk of their men from the Orkneys, the Shetlands and the Hebrides. They were under contract to return them to their homes at the expiration of their term of service. Until the merging of the companies the interests of the Nor'-West at Edmonton, were much more important than those of the Hudson's Bay. Even after the merging of the companies and during the period of trans-continental trade, it was the policy of the Hudson's Bay Co. to retain, with as little changes as possible, the staff and employees they had acquired from the Nor'-West Co. at this point. Until some-time in the 40's the language of the Fort was French, as it had been under the Nor'-West officer, Chief Factor Rowland in charge. Under these circumstances the half breed population that grew up about Edmonton largely claimed French descent on the father's side. These men were expert in the ways of the country. Some took regular employment with the Hudson's Bay Co., many more worked intermittently for the company at freighting, voyaging, trading, or whatever other form of employment might be available. While the buffalo remained they hunted the buffalo, or caught fish or trapped fur or sometimes traded and sometimes farmed in a small way. They constituted the permanent population of the country. They were in close touch with both Indians and whites and able to take part in the work of either or both. Although racially alike, they were a very different people from those of the Red River Settlement; the result of different conditions and environment.

**EARLY SETTLEMENT** Settlements were established at Lac Ste. Anne and Lac La Biche; partly because of abundance of white fish being available at these lakes. Partly also because being in the woods they were safe from Blackfeet raids, while near enough the plains to permit of excursions being made in both winter and summer after buffalo meat. As the half breed population increased the St. Albert Settlement, was established. It lacked the fish of Ste. Anne, but it had the beautiful farming land on which potatoes and barley could be easily grown. It was much nearer and more convenient to the plains and the buffalo than Ste. Anne. The settlers were numerous enough to defy the Blackfeet. In the late 70's the St. Alberta Settlement had grown to be the largest in the Saskatchewan country and numbered 800 people.

As the Blackfeet trade turned southward to Benton instead of northward to Edmonton, there was less and less danger of clashes with the Blackfeet in the territory north of the Red Deer. The transfer to Canada in 1870 had a further quieting effect which was clinched by the advent of the Mounted Police in 1874. As the great plains became safe, the buffalo were still plentiful and robes were a good price, there was a general tendency on the part of the Edmonton half breeds to take advantage of the new conditions. Many of them struck out from the safety and shelter of Ste. Ann, St. Albert and Lac La Biche



to seek their fortunes in the wider fields of the south. They had busy and prosperous years while the buffalo lasted. Since then they have scattered everywhere. The foregoing are the reasons why the half breed population of the Edmonton country is not now larger than it is. But a census of the prairie west would show that a very large proportion of the total half breed population date their ancestry from Edmonton and vicinity.

#### THE SMALL POX EPIDEMIC

One of the most tragic chapters in the early history of Edmonton was the small-pox epidemic of the winter 69-70. The disease entered the country by way of Montana. The Blackfeet were attacked in the fall and early winter and died by thousands. The Crees caught the disease from the Blackfeet and passed it on to the half breeds of Edmonton and surrounding settlements. It is estimated that the visitation cut the Indian and Half breed population of what is now Alberta in half during the winter. The whites did not suffer so seriously, but there were some deaths. The horrors of the visitation were such that for years the native population dated everything from the year of the smallpox.

#### GOLD ON THE SASKATCHEWAN

The discovery of GOLD IN THE SASKATCHEWAN in the 60's was the beginning of modern conditions in Edmonton. A party of Canadians had gone to Cariboo by way of Edmonton in the days of the first rush there. It is believed that some members of the party PANNED GOLD FROM THE SASKATCHEWAN. They did not find the return attractive enough to hinder them from going on to Cariboo. But after the cream had been skimmed from Cariboo, the news of GOLD ON THE SASKATCHEWAN was confirmed - no doubt much exaggerated - and there was quite a rush of gold miners from across the mountains. The first man to mine gold on the river was named Tom Clover. He worked on the bar in the river near where the G.T.P. bridge crosses. The bar was called "Clover's Bar" and gave its name to the splendid farming settlement which lies on the south side of the RIVER in rear of the bar. It is said that at one time 50 miners were working on the river. While at first the yield was good, the season of working was too short to make gold mining profitable. The bars were only workable during low water in spring and fall. Most of the miners who drifted in drifted out again, as the bars were worked out; but others who had had their fill of rainbow chasing were attracted by the agricultural possibilities of the district and decided to remain. Some continued to depend on mining. Whatever they did they were strong men and good citizens, looking to the upbuilding of the country. Of these men James Gibbons is probably the only one still living. He was hale and hearty at last accounts.

#### THE SETTLEMENT OF EDMONTON CITY

From time to time minor officers and employees of the Hudson's Bay Co. left the service and settled in the country. They added to the permanently resident population and mostly took up land as farmers. The settlement of Edmonton was comprised almost entirely of this class of people.

It is not too much to say that the establishment of Edmonton, aside from Hudson's Bay Company was due to the foresight and energy of the Rev. George McDougall. Mr. McDougall was in charge of the Methodist mission of Pagan (then Victoria) when Rupert's land was transferred to Canada. He saw that the Victoria Mission was not in line to benefit by future development. In 1871 he came to Edmonton and established a Methodist mission on the site of the present McDougall Methodist church. He claimed land for the mission including land for a parsonage now the site of the Memorial Hall, and built a church and parsonage that would have been a credit to any community of that date. The third claim east of the Hudson's Bay Company's reserve line was taken by Rev. Mr. McDougall's son, David

of Calgary. More than likely as a result of Mr. McDougall's suggestions or representation - at any rate, following his example - claims were taken easterly along the river as follows: Colin Fraser, John Sinclair, Donald McLeod, James Rowland, William Rowland, Kenneth Macdonald, James Kirkness, John Fraser, Jas. Gullion and George Gullion, all ex-Hudson's Bay Co. men. The farms of the two last named now constitute the Highlands. East of the Hudson's Bay line on the flat and in front of the Methodist Mission property, Donald Ross, a miner Hudson's Bay man, took <sup>up</sup> what has since become the Groat Estate, on the west line of the Hudson's Bay Reserve. Beyond the Groat Estate, on the St. Albert Road was the trading store and property of John Norris and his son-in-law R. Logan, both ex-Hudson's Bay men. Further on, what is now the Walter Sprole farm, was owned by "Big Majeau," the George Gagnon farm - now the Dunvegan yards - was next; then the Edmond Juneau farm; the Harnois Bros. farm; the Dan Noyes farm and the Pascal Marichal farm. All of the last mentioned were ex-miners from "Across the Mountains" In the St. Albert Settlement were two ex-miners turned farmers. Edmond Brosseau and Octave Majeau, generally known as "Little Majeau". Wm. Cust arrived later from Peace River.

On the Miners' Flat, now Laurier Park, Gilbert Anderson, "English Charlie" and Jas. Gibbons had their homes. There was still a large native population in the St. Albert Settlement together with the Roman Catholic Mission.

EDMONTON SOUTH It should not be forgotten that between 1871 and 1874 a water mill was established on what is now Gallagher Flats on the South Side. The name of the miller was William Bird. The mill was a perfectly good mill for the country at the time. Its only drawback was that there was seldom water enough to make it run. Mr. Bird acquired the land on the flat east of the Mill Creek as a farm. David Daignault took the strip west of the Mill Creek to the river. This was afterwards acquired by Donald Ross, and was the site of the first commercially operated coal mine in the Edmonton district. The south side entrance to the low level bridge is on this property, also the Edmonton City Dairy. On the plateau west of the Mill Creek valley and fronting on the river were farms of Charles Gauthier; Geo. Kipling, Wm. Maver (now the site of the C. & E. railway station); Jos. Macdonald, (on which the High Level bridge crosses); L. Garneau, (now the Garneau Estate); and John Ashen (now the site of the University buildings). John Walter, at a later date occupies the flat that is now Walterdale; and George Donald lived and farmed, in a small way, east of the Mill Creek on the area now known as Bonnie Doon. These constituted the population of Edmonton City and surroundings in 1874, when the Mounted Police Arrived.

ADVENT OF THE MOUNTED POLICE Although Canada assumed jurisdiction over the Hudson's Bay territories known more specifically as Rupert's Land, in 1870, the arrival of the Mounted Police in 1874 was the first visible and definite assertion of Canadian authority. It marked the division between the old and the new. While the change was not made without friction in the "Red River country in 69-70, in the region of the Saskatchewan in 1874, the new order of things was welcomed by all sections of the community. Indian, half-breed and white. Edmonton was to be a police headquarters. A division of 50 men arrived from Macleod in the fall of 1874 under command of Col. Jarvis and wintered in the Hudson's Bay Company's fort. Col. Jarvis was given authority to locate a permanent post; necessarily with wide discretion, as conditions were unknown by the authorities at Ottawa. The limitations were that police post must be located on the SOUTH SIDE OF THE RIVER and within twenty miles of Edmonton. Col. Jarvis

selected the site of Ft. Saskatchewan, just within the twenty-mile limit. There were traditions that the location of Ft. Saskatchewan at such a distance from Edmonton was a manifestation of personal pique against the officer of the Hudson's Bay Co. on the part of Col. Jarvis, but it is more likely that the location was made rather with a view to future railway development. The Beaver Hills lie squarely across the direct route of any railway from Winnipeg to Edmonton. To avoid the hills - then thought to be impassable for railway construction - the main line of C.P.R. through the Jasper Pass was projected by the Canadian government to run south of the Beaver Hills. When the survey was made the line passed through what is now Leduc, twenty miles south of Edmonton. Col. Jarvis saw that a slight detour would carry a railway coming from Winnipeg and heading for Jasper around the north end of the Beaver Hills to the point at which he located Fort Saskatchewan and where all conditions were most favorable for a railway crossing of THE RIVER. At that time all signs pointed to early railway construction through the fertile belt, as the country between Edmonton and Winnipeg was known at that date. But every condition seemed unfavorable to Edmonton being on the main line of railway. The construction of the C. N. R. justified Col. Jarvis' judgement, but it meant waiting for thirty years.

#### FT. SASKATCHEWAN SETTLEMENT

On the NORTH SIDE OF THE SASKATCHEWAN RIVER.

opposite Ft. Saskatchewan is a beautiful and fertile flat, which had attracted the attention of settlers

about the time of the advent of the Mounted Police. The first settlers included J. Halpenny, Jas. Reid, J.B. Beaupre, Jos. Lamoureux, Frank Lamoureux, J. Bourge, T. Lamoureux and Geo. Bourgeois. During the boom times of 81-82 P. Heimick, now of Edmonton acquired the Halpenny property laid it out as a townsite and sold some of the lots, in the expectation of the early construction of the North-West Central Railway then projected. But the collapse of the boom and the diversion of the C.P.R. from the Jasper to the Kicking Horse Pass left the Edmonton country in a state of stagnation that lasted until the Klondike rush of 1898.

#### FIRST EDMONTON TOWN LOT PURCHASED in 1878

From the transfer to Canada in 1870, with the advent of the police in 1874 and the C.P.R. surveys carried on during the period from 1874 to 1878, conditions were progressive and the outlook hopeful for the Edmonton district until the culmination of the boom

of 1881 - 1882. In 1878 the first purchase of a town lot in Edmonton was made by the writer of this article. It was purchased from Colin Fraser original owner of River Lot Ten. The property was that now occupied by the Bulletin office. The Building erected in 1878 was at first used as a store. In October 1880 the first issue of the Bulletin was printed. From October 1881 until the present date the Bulletin has been printed on the original property purchased in 1878 for the sum of \$25.

#### WAITING FOR THE RAILWAY

The collapse of the boom in the spring of 1882, followed by the decision to change the route of the C.P.R. from the Jasper to the Kicking Horse Pass, put Edmonton country, not on the side track but 200 miles

from the track of progress, until the C. & E railway was constructed nine years later in 1891. These were years of weary waiting. While the people of Edmonton firmly believed that "everything comes to him who waits", they also believed just as firmly that it comes much more quickly to him who "hustles while he waits." It was during these years that the Great North, the Mackenzie River Basin, was annexed to the trade territory of Edmonton. The former trade route to the

Mackenzie was by way of Ft. Carlton ON THE SASKATCHEWAN north of Saskatoon. The half-breed and Indian rebellion of 1885 broke the monotony of waiting in rather startling manner. But the rebellion which broke out at Batoche, south of Prince Albert, did not spread to Edmonton in its acute form. The nearest killing was the massacre at Frog Lake, 150 miles down the river. There was some pillaging of outlying stores at nearer points. A great many people were frightened though few were hurt in this vicinity. But at best it was an experience that few would care to repeat,

The construction of the C. & E. railway in 1891 did not relive the condition of stagnation, which at the time extended to all parts of Canada. Indeed the rivalry between the new railway town south of THE RIVER and the old trading town on the north side tended to destroy the good results that should have followed railway construction.

#### DREAMS OF THE PIONEERS REALIZED AT LAST

IN 1902 THE RIVER HAD BEEN BRIDGED and railway connection was made with the town on the north side. In 1905 the dreams of the pioneers of Edmonton were realized by the arrival of a train direct from Winnipeg at the 101st Street station over C.N.R. rails all the way; and by the establishment of Edmonton as the Capital of the newly established Province of Alberta.

#### THE NEW ERA BEGINS

The occurrence at the same time of these two events seems to mark the beginning of the modern era for Edmonton. Up to that point the struggle was that of the pioneers to establish the position of the city. Since 1905 the vocation of the pioneer has given place to that of the kings, captains, and princes of modern finance, industry and trade, of whose army of peace the commercial travellers are at once the scouts, intelligence service and advance guard.

